New-York Daily Times.

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New-York Daily Times.

THE WRECK.

TOTAL LOSS OF THE NEW ERA.

222 LIVES LOST.

163 PERSONS SAVED.

NAMES OF THE SAVED.

LIST OF PERSONS LOST.

STATEMENT OF CAPT. THOS. J. HENRY.

STATEMENT OF MR. ABNER ALLEN.

Dreadful Sufferings on the Wreck.

Interesting Incidents—Providential Escapes—Charity of the Farmers.

We are enabled, this morning, to lay before our readers very full and detailed particulars of this disastrous wreck of the emigrant ship *New Era*. Early on Tuesday morning, we dispatched two of our corps of Reporters to Deal Beach, the scene of the disaster, five miles below Long Branch, New-Jersey; and accurate intelligence to the latest moment has been forwarded to us. Some important particulars reached us on Tuesday, and were published in the DAILY TIMES of yesterday.

The *New Era* was an emigrant ship of 1,295 tons burden, built in Bath, (Me.,) during the present year; and was on her way to this port from Bremen when the catastrophe occurred. This was her first voyage, and she sailed from Bremen on the 26th of [illegible] last, and had accordingly been [illegible] on the voyage. She was consigned to CHARLES C. DUNCAN & Co., of this City. The number of persons on board, nearly all of whom were Germans, was *Four Hundred and Ninety-five*. The loss of forty by Cholera, on the passage, left an aggregate of *Three Hundred and Eighty-five* persons (passengers, officers and crew) when the vessel struck. The number saved is but One Hundred and Sixty-three. The number of lives lost is Two HUNDRED AND TWENTY-TWO.

The cargo of the *New Era* consisted of chalk, (six hundred tons,) dry goods and hardware. Both ship and cargo were fully insured. Sixty thousand dollars of insurance are supposed to be held in Philadelphia, divided equally between six offices. Sixty thousand dollars are held by Boston Companies; $25,000 in Bath, Me., and $6,000 in this City. Total insurance, $161,000. The Boston Companies which suffer loss are six in number, as follows: New-England Mutual, $15,000; Boston, $10,000; Alliance, $10,000; Tremont, $10,000; Washington, $10,000; Equitable, $5,000.

Scene of the Disaster—Appearance of the Wreck.

At 4 o'clock on Tuesday afternoon, our reporters visited the beach opposite the wreck. Fifty two hundred persons were present to see from the shore the wreck of the fated vessel, which in its own destruction destroyed so many valuable lives. Among the number on the beach were a score or two of ladies, in carriages. The remainder was composed of curious, wreckers, citizens and public officers. Among the latter we recognized Mr. HOLMES, Coast Superintendent, Capt. DAVIS, of the Government wrecking-schooner, Capt. BOWERS, agent of the Underwriters, Capt. JOHN EASTWOOD, Justice WEST, and another gentleman, who commanded the surf boats in which the passengers were rescued. A short distance above the vessel were lying the three ship's boats, in which the officers and seamen reached the beach.

Soon after the stranding of the vessel, the ship's life-boat was on the beach opposite the ship. Before were the surf-boats alluded to above. The ship's life-car was lying a short distance back of the house. About two hundred yards from the shore the vessel was lying starboard side towards the beach, and imbedded in the sand to the depth of twenty-five feet. The vessel was canvassing slightly to the larboard, and her bows were slightly [illegible]. The topmasts were broken off at the cross-trees. The topsail yards were still in the vessel, appearing from the beach, but rigging and sails were in much injured. The ribs were at the fore, and of the starboard side was open with the deck, and of the starboard side was open from bow to stern. The sea was not running heavily at the time, but sufficiently so to break over the vessel's deck between the timbers of the starboard bulwarks, the planks of which had been torn away by the force of the waves. Occasionally the waves would wash over the poop-deck. About midway up the main starboard shrouds, could be seen the form of a female in the embrace of death—her chilled limbs hanging through the rattlings. From behind the main chains could be seen protruding the fair head and shoulders of another ghastly corpse, and behind the mizzen-chains and partly concealed by a sail which was lying over the side, could be discerned the bodies of two or three others of the unfortunates. Capt. DAVIS, commander of the Government schooner which was stationed on a distance of 400 yards from the vessel, went out in a surf boat to the vessel, and, by his permission, we suppose, accompanied him. On reaching the vessel, and ascending the starboard gangway, a horrible scene was presented to view. In an interweaving space of about two feet between the starboard bulwarks and the poop were the bodies of over a dozen drowned passengers, old and young, men and women, youths and maidens and children, lying in the greatest disorder, stripped almost entirely by the waves of the little raiment in which they had been able to reach the deck after the vessel had struck, and the waves had commenced to dash in upon them. The sea beating over the poop-deck on which our reporter was standing, induced him to ascend a short distance up the shrouds.

Here the peculiar cause of the confused positions of the remaining bodies became evident. The passengers had ascended the shrouds, as has been previously stated, to escape the violence of the waves. Here they remained until chilled or exhausted, and unable longer to sustain themselves in the place they had retreated to for safety, they fell between the rattlings, (many of which are now broken,) to the poop deck, in some instances inflicting frightful bruises, and, peradventure, causing death. Here, if not previously, the work of death was completed.

The bodies washed towards the starboard quarter, being stopped, in some instances, by the mizzen shrouds, fell between the bulwarks and the poop, in the manner already described. Captain DAVIS succeeded in disengaging the body of the female entangled in the main shrouds, which we spoke of as being visible from the beach. It was placed in the stern of the boat, and conveyed to the shore. It was the body of a young girl of about seventeen years, with fair and dishevelled locks. On one finger was a ring with the initials, C. L. L. engraved upon it. None among the survivors at Mr. ALLEN'S house could identify the body from this description. On the under-clothes of one of the other bodies were the initials W. K., and on those of another were the letters C. R. The hatchways, in one or two instances that our reporters noticed, were uncovered, and the water was up to a level with the surface of the sea in the cabin. Several pieces of wreck have been washed ashore above the scene of the disaster. A heavy piece of timber, supposed to be a part of the keel of the vessel, was washed on the beach about a mile and a half north.

There is no hope of saving the vessel. At every ebb at the tide she is found to be the more deeply embedded in the sand, and it was the calculation of Capt. DAVIS to commence taking off spars and rigging on Thursday.

Bodies Washed Ashore at the Highlands.

HIGHLANDS, Wednesday, Nov. 15—10 A. M.

The bodies of eight women, two men, and two BOYS, were washed ashore last night and this morning, on the beach opposite our office, at the Highlands. They all appear to be Germans. The bodies were all examined, in order to discover, if possible, if there were remaining any traces of their individuality. One woman and a child were brought up together, the woman about forty years old, and the child a light-haired boy of six or seven years of age. From the little resemblance of the woman to the child, she was not thought to be its mother. Another woman, short, and rather stout, with brown hair, had the letters "K. S., No. 3," worked on her under garment, just in the neck. Another woman, who appeared to be about thirty years old, with rather a spare frame, had the initials worked in the same place as the other. Another young woman, about nineteen or twenty years of age, with light red hair and a prepossessing countenance, had the initials "S. G." worked in her chemise, the same as the others. Her body had evidently been stripped by some ruffians, for what little clothing was left upon her appeared to be of a finer material than that worn by the others.

Two young boys now came walking along the beach, who were on the ship at the time of the disaster, and who had walked up from Long-Branch, and were looking for some of their friends.

The bodies found are beginning to decay badly, the flesh being eaten off the faces; still enough remains to identify them positively.

Another of the bodies found was that of a middle-aged female, whose countenance presented a very singular appearance. She must have been perfectly [illegible] overtaken by death in the very act of screaming, for her mouth remained open, with the muscles of the face contracted in the peculiar manner consequent upon suffering extreme agony.

The body of another woman, a young lady about 20 or 25 years old, is on the beach. On one of her fingers was a small gold ring, with the letters F. H. marked on the square plate. She also wore two ear-rings, embellished with a flower on the plates. Her body is not much decayed, but one of her legs is almost gone.

Cause of the Disaster.

The probable cause of the disaster is a subject which is engaging the conversation of all who have visited the beach. It is attributed by many to official neglect of duty. First, it is stated among the passengers that neither the Captain nor the Mate were upon deck at the time the vessel struck; that the captain was in his cabin asleep, it being the mate's watch, and that the latter had forsaken his post and had been below for some time.

Statement of Capt. Thomas J. Henry.

Capt. THOMAS J. HENRY, commander of the *New Era*, has made the following statement:

We left Bremen on the 26th of September last, with three hundred and seventy-four steerage passengers, six second cabin and four cabin passengers on board. Our cargo consisted of six hundred tons of chalk and twenty thousand cubic feet of merchandise of various kinds. We had a very hard passage, with heavy west winds, and about the 30th of October, we shipped a sea that swept everything from the decks. The seas struck us fore and aft, and stove in the bulwarks, swept off the passengers' cooking range, killed two or three passengers, and disabled several others. The water passed into the main hatchway. The passengers fitted very heavy, and the sea being so strong it strained the vessel so that she commenced leaking, and when nearing the United States coast, she leaked very bad. The leak was so rapid that it was necessary to keep one pump in operation all the time, prior to arriving here. The last observation I had was 68° longitude west, and 41° 50' latitude. This was last Friday; we have had no observation since.

On Saturday it was thick, the rain falling heavily, and a strong breeze from the south. I then judged the ship to be in 72° 20' longitude, and 40° 28' latitude. On that night we had the wind light from the eastward—changed to southeast about midnight, and commenced blowing very heavily.

The cast of the lead was made every hour, and I supposed the ship to be on the Long Island coast, and we carried a heavy press of sail to keep her off that coast. I subsequently found the ship to be more to the southward and westward than I supposed. At 8 o'clock last Monday morning, the land was discovered, and as nearly as could be determined, we were in from thirteen to fifteen fathoms of water. This was about half an hour before the vessel struck. The sea was running very high, and as the vessel went ashore, we braced the yards aback to haul her off, but found it was of no use, as she had gone hard on, made two or three attempts, swung herself, broadside on, and was fast. At this time, the sea broke over the ship and she began to go to pieces. We then got all the passengers from the "steerage" decks to the main deck, and ordered out the third boat to run a line ashore. The hatches were not closed, and on the contrary I ordered every passenger up to the main decks at the time she struck.

The boat reached the shore safe with the line, but the men let go of it. The mate and four or five seamen were in this boat. They lay on the beach, and stayed a short time on the beach. The other boats were seen after got out, and the balance of the crew deserted, with two of the cabin passengers. There was an exception in the desertion of the crew, as two or three of the sailors stood with me, and assisted in saving passengers. *After the crew had taken away the ship's boats*, the people on the beach attempted to launch a surf boat, but did not succeed.

About noon on Monday, they attempted to shoot the mortar towards us, to give us a line. The first shot went ahead of the ship, the second fell short, and on the third and fourth the wire broke. The next shot made reached the ship and I got hold of the line, and with the assistance of the passengers hauled it on board. With this line a hawser was hauled on board, and to that they attached a life-boat, and we hauled her out to the ship; the life-boat capsized several times, and when we got her alongside she was full of water. I got into the boat to bail her out, and the passengers rushed into her to such an extent that I had to push off; the line parted, and five of them were drowned, and five with myself were saved; there was nothing more done, except firing some more shots. When the boat upset I went under her, and could not extricate myself for several minutes; I finally got on the bottom of the boat with the other four persons, and the men on the beach hauled her ashore, bottom upwards. I saved nothing of the papers or manifest. After I got ashore efforts were made to get a line to the ship, but they were unsuccessful. At this time about 150 of the passengers fled to the rigging for safety, and remained there all night. The gale had subsided, and the atmosphere being warm, with a light southwest breeze, they lived until this morning, when it became more calm, and they were rescued in surf-boats, through the assistance of the surfmen and citizens. The ship's company consisted of myself, first mate, second mate, physician, steward, cook, carpenter and 29 seamen, all of whom were saved, except the steward and doctor, who were drowned in the cabin before I left the ship. I shipped the steward in Boston. I think his name was GEORGE A. DREW. There were two genteel-looking cabin passengers, named WM. VON RENSSELAER and Mr. RAINEY, from Reading, Pennsylvania, who were saved in the first boat, and left for New-York this morning.

Among the lost was the physician of the vessel, who shipped with me in Bremen. A young lady, who was called Miss DORENTZ, was washed off and drowned before I left the ship. We usually made the passage in thirty-five to forty days, but owing to a succession of gales from the westward, and very heavy weather, we were in our forty-ninth day when striking the beach, some 250 yards from the shore. The present condition of the ship is as follows: She lies embedded in the sand, submerged in the water, and, no doubt, is stranded and bilged. The keel of the ship was found on the beach, some distance above the vessel, and probably her bottom is knocked out. The ship was built about six months ago, and this was her first voyage. Before we left Bremen, the cholera made its appearance on board of the ship, and one passenger died before leaving port. The last death on board the ship with cholera was last Saturday.

Annexed is a correct list of all on board the ship, as given by Capt. HENRY in his statement:

Steerage	374
Second Cabin	6
First Cabin	4
Passenger Cooks	2
Ship's Company	19
Total	405
Died on passage	40
Rescued	163
Total of those drowned	222

I know of nothing else I can say in the matter except that we had taken no Pilot on board. I have made several voyages and never was wrecked before. In conclusion, Capt. HENRY stated that he should remain at Deal until such time as all the rescued passengers were properly cared for, and ample arrangements made to convey them to the City.

Statement of Mr. Abner Allen.

At 6 o'clock on Monday morning the ship *New Era* was observed off our shore. I was on the beach in the course of five minutes after she had struck, and was alone. I immediately spread the news of the disaster, for the purpose of getting the people together to render assistance to the vessel. Our first efforts were to get the life boat down, which we accomplished at 8½ o'clock. We had not men enough to man her. At that time the sea did not run very high, but gradually the gale increased, and the sea was very heavy; still, however, the vessel broke the force of the waves, and for sometime we could have reached the ship had there been sufficient force to man the boat. Our next efforts were made to throw a line to the ship in order to render assistance in that way. The first shot we fired from the mortar fell far to the windward. We drew in the line and again discharged the mortar; but not having put in a sufficient quantity of powder, the shot did not reach the vessel. On the third shot the wire broke, but with the fourth shot, we threw the line over the bowsprit. They pulled in the line to the vessel; but instead of sending the life-car, as we had anticipated they would do, they attached the life-boat to the line, which was landed, with five persons on board; but in order to effect the landing, it was found necessary to cut the line, which of course destroyed the communication between the vessel and the shore. This was about 11 o'clock, and the sea commenced running very high. Prior to this, however, I will state that the crew had effected a landing on the beach, with six passengers, in the three boats belonging to the ship. The First Mate came in the first boat, with four or five sailors. The second boat, I believe, contained no passengers. The third boat was manned by the crew, and also contained a few passengers. The fourth was the life-boat, and landed with the captain and some of the crew. At 11 o'clock, over one hundred men had collected on the beach, and were using every effort to aid the passengers in their perilous situation. At this time a large number of the passengers were on the rigging of the vessel which they had commenced to ascend about 9 o'clock in the morning, owing to the heavy seas that were breaking over the ship. They maintained their position in the rigging until they were washed from them, by the force of the waves, or were so completely chilled as to be unable to maintain themselves any longer for want of physical strength. The first passengers lost were washed overboard about 10 o'clock A. M. The current at the time was running very strong towards the north, and all the lost bodies that had been washed overboard were ascertained at different points several miles north of the disabled vessel, and I think it very probable that the bodies of some of the passengers will be found as far north as Sandy Hook. About 1 o'clock in the afternoon we had succeeded in throwing a line again to the ship; it caught in the rigging, [illegible] and three being but one or two sailors on board, they were unable to bring the line down to the deck. And when they did bring it down the ball was lost in hauling it ashore. This being the last ball we had, we were unable to proceed any further in connection with the mortar. We went to the next Bathing House, a distance of 7 miles, but before we got them it was dark. The surf, in the meantime, had continued to break over the deck with increased force, and those who had assembled on the bowsprit were kept continually drenched. Those who had gone higher up in the rigging, did not suffer materially from the weather. We kept a light on the shore all that night. Towards morning the gale moderated, and as soon as it was light enough, we launched the surf-boats belonging to Mr. WARNELL, Mr. BROWN and Mr. GARDNER, and proceeded to land those who had undergone the perils and exposures of the night. They were landed in groups of six to ten at each trip from the ship to the beach. Between 9 and 10 o'clock, all of the survivors had been safely landed on the shore. The surf broke over the ship at intervals of two or three minutes.

Letter from the Chief Mate of the New Era.

Mr. JOHNSEN, Chief Mate of the *New Era*, makes the following statement, partly in correction of former statement:

The statement to the effect that Captain HENRY, of the ship *New Era*, was the first to come ashore, is entirely untrue. He was the last, and the day of the wreck, to leave the ship, and did not do so till all hope of rescuing either ship or passengers had been abandoned.

Equally untrue and even more absurd is the story that the captain was sleeping at the time of the disaster. It was wholly impossible in such a sea.

The last material misstatement which I notice is, that Captain HENRY, when the ship had struck, ordered the passengers below in the hold and shut the hatches on them, thus causing a great loss of life. Captain HENRY did precisely the reverse. All the passengers were at once summoned on deck.

G. JOHNSEN,
First mate of the ship *New Era*.

List of the Saved.

We subjoin a complete list of the saved:

FIRST CABIN.

Gustavus Dehne, Reading, Pa. — William Von Rensselin, Cincinnati, Ohio.

SECOND CABIN AND STEERAGE.

Heinrich Jacob Weckesser, Rosa Conrad.	S. Rinnerthaler, Rosa Conrad.
Wilh. Schwartz, &c.	Albert Schwark, &c.
George Kaiser, &c.	Joh. H. Stange, &c.
Fredr. Alt, &c.	George Sauer, &c.
Margaret Cotta, &c.	Wm. Muller, &c.
Ludw. Hirth, &c.	Conrad Bendix, &c.
Maria Rumpf, &c.	Carl Schultz, &c.
Wilh. Kuppers, &c.	Gotlb. Hermann, &c.
Justus Dornbusch, &c.	Adam Volkmann, &c.
Elias Dorbhorn, &c.	G. Adam Cron, &c.
Anna Cath. Klausmann, &c.	Martin Kuhlmann, &c.
Capt. Acker, Prussia.	Gottlieb Kruger, Prussia.
Matthias Wannemper, &c.	Heinr. Hennenhofer, &c.
Albert Hilker, &c.	Hiram Hendrickson, &c.
Mrs. Hilker and child's, &c.	Iwin Lowenberg, &c.
Justus Winter, &c.	Carl Pinsberg, &c.
Christ. Schwarzenberger, &c.	Heinrich Reimer, &c.
Heinr. Brockmann, &c.	Simon Kohlrabe, &c.
Ernst Kemper, &c.	Louisa Meier, Prussia.
Joh Hunter, &c.	Minden, Prussia.
Minna Sagenitz, &c.	Edmund Meissner, &c.
Maria Cath Georg, &c.	Heinrich Meissner, &c.
Johann Georg, &c.	Hermann Gottlieb Sup-
Peter Peterson, &c.	ner, &c.
Heinr. Schwarzbrock, &c.	Caroline Reinecke Grena-
Wilh. Alexander Hammer,	dier, &c.
Joh. Yaus, &c.	Joseph Schmidt, &c.
Heinr. Meyer, &c.	Joh. Schaus, Bayern.
Ludwig Pierrott, &c.	Joseph Aert, &c.
Joh. Gerke, &c.	Louis Thurm, &c.
Friedr. Gantz, &c.	George Wagner, &c.
Heinr. Wennemann, &c.	George Schmidt, &c.
Diedrich Rache, &c.	George Gaillard, &c.
Fred. Heiter, Brockhausen, Hanover.	Friedr. Weber, &c.
Anton Barchfeld, Bayern,	Theresa Wendt, Frankenhach, Bayern.
Georg Stringer, &c.	Louisa Schmidt, Furst, &c.
Conrad Geyer, &c.	Andreas Schaus, Furtheim, &c.
Paul Schiebe, &c.	Peter Kopp, Nassau, &c.
August Lemon, Schwarzburg, Sondershausen.	Nick. Martin, &c.
Emil Deeter, &c.	Jacob Engelmann, Wurtemberg.
Heinr. Schlenker, &c.	Theodore Glaser, Hesse Darmstadt.
Carl Zeng, Reiser, &c.	Karl Glaser, &c.
Emilie Taenzel, Kamenz, &c.	Adam Strecker, &c.
Emil Lieber, &c.	Heinr. Schneider, &c.
Christian Kiesler, &c.	Ferd. Brinkhauser, Frankfort-on-the-Main.
August Werther, &c.	Michael Buchholz, Erfurt.
Wilh. Tembrink, Saxony.	Paul Bittner, &c.
Carl Uhlmann, &c.	Wil. Abendschein, Hamelin.
Joh. Adam Leinhorn, &c.	Heinrich Abendschein, &c.
Nich. Freyeg, &c.	Joh. Stenkewitz, Prussia.
Jacob Granger, Nurnberg.	Anton Stenkewitz, &c.
Gott. Mauk, Wurtemberg.	Hermann Vogler, Saxe Meiningen.
Joh. G. Funke, &c.	Frederika Schmidt, Cologne.
Christ. Heppel, Waldeck.	Gertrude Weling Prospekt-
Heinrich Bause, Carpenter's Island.	gasse, Gutersloon.
August Nagel, Brunswick-Wolf.	Miss Weling, &c.
Albert Muller, Schwarzburg Rudolstadt.	Heinrich Wiethaus, Kentucky.
Daniel Stahl, Westphalia.	August Heinecker, unknown.
Mrs. Stahl, &c.	Amelia Pass.
Martin Stutz, Connecticut.	Ulrich Pedpeck.
Louisa Schmidt.	Helena Petersen.
—— Schultze.	Passenger, name unknown.
Ship's company saved, 19.	Total number of persons saved, 163.

Names of the Lost.

In consequence of the destruction of the ship's papers, and the absence of any reliable information in relation to the lost passengers, it is impossible to obtain full lists of the victims who perished on Monday night. The number of lost we place at *Two Hundred and Twenty-two*; and this is believed to be the true figure. The following are the names of such of the lost as we have been able to ascertain:

George A. Drew, steward.

Mrs. Petersen and child, four years of age, from Osnabrück, Hanover. Has her husband in New-York, a cigar-maker.

Mr. Neumann, an actor. Has a wife in New-York, said to be connected with a theatre.

Mr. and Mrs. Schwigg, residents of New-York, on their return from Germany. Mr. Schwigg was an apothecary.

The Physician of the ship.

Mr. Kurtzman, wife, and two boys. This gentleman had six thousand guilders in a chest on board of the *New Era*.

Miss Augusta Schwartzger. Has a married sister in New-York.

Mrs. ——, a young woman, 22 years of age, a sister of Miss Schwartzgerre sister, mentioned above.

Mr. Pein, from Wirtemberg.

Mr. Petersen, also from Wirtemberg, and a friend of Mr. Pein.

Mr. Singer, from Nirnberg, Bavaria.

Robert Schwartz, wife, and infant child, from Brunswick, Prussia.

Mrs. Von Rensselaer. Husband saved.

Miss Dorentz, first cabin passenger.

Gustav and Augusta Gumbrecht, from Lapsheim, Prussia.

Hermann and Henry Reiter, from Hesselmann, Hanover.

Fritz Reitzenstein, and child and mother, from Prussian states, Prussia.

Francis Gutsage, from Cologne, Prussia.

Frederick Kleine, 16 years old, Prussian, Prussia.

Mrs. Gerhard Weling and two children, Passengers, Curtessen.

Bernhard Winkhaus, died on the passage.

Caroline Fischer, from Lenthorst, Hesse Homburg.

The Recovered Bodies.

Such of the dead bodies of the unfortunate passengers, as they were washed ashore at various points in the vicinity of Deal, after being discovered, were conveyed to the barn of Mr. BORDEN, about two miles distant. They were severally examined by JOHNSON WOOLLEY, Esq., the Coroner of Monmouth County. Many of them had various amounts of gold coin fastened around their waists, which was carefully taken care of by the officials, including the body of the female taken from the ship's rigging. On Tuesday there were only twenty-five bodies of the poor human beings recovered from the mighty deep near where the ill-fated ship was wrecked. The Coroner made every effort to procure evidence for the identification of the dead, but without the least success. Scarcely a vestige of clothing was left on some of the bodies, and nothing whatever could be found whereby they could be recognized. Large wooden boxes were procured by the Coroner, in which the remains of the entire seventy-five persons were deposited for interment. Each corpse was numbered "one," "two," "three," and so on, until all of them were recorded on the Coroner's books.

Arrangements were made to inter the bodies at the Methodist Church Burial Ground in Long Branch, about five miles distant from the scene of the disaster. Of the deceased spoken of above, fourteen were men, six women—two or three of fourteen or fifteen years—and two children.

Illness of Several of the Survivors.

Mrs. TAHL, one of the surviving lady passengers, is now lying quite ill at the residence of Mr. ALLEN. She was at the time exhaust, and the intense excitement, coupled with severe exposure, had the effect to bring on a miscarriage soon after her rescue yesterday morning. Her illness is not dangerous, and it is confidently hoped that she will soon recover.

Two men, whose names we were unable to learn, were taken alive from under the dead bodies of others of their companions. One of them was still insensible on Tuesday afternoon, though there is great reason to hope for his ultimate recovery. The other, as indeed all who are complaining, is rapidly convalescing.

A man named HENRICH WIECHAUS, for many years a resident of Kentucky, and who was on his return with his brother from a visit to his parents, suffered the fracture of his leg by having some spars dashed against him by the surf. He was conveyed on Tuesday to the Hotel of Capt. ANDERSON, of Eatontown, where he received every attention from the generous host which his critical condition required. His brother died on the passage prior to the disaster.

Appearance of the Bodies at the Residence of Mr. Abner Allen.

The most heart-rending scenes were witnessed at the dwelling of Mr. ABNER ALLEN, situated nearly opposite the wreck. The suffering emigrants who perished upon the staging of the *New Era* the entire night, at the mercy of the waves, and who were speedily rescued on Tuesday morning by the surf-boats, were immediately conveyed to the residence of Mr. ALLEN, who had thrown open his doors for the shelter of the almost famished survivors. Many of the sufferers were attended by broken limbs. Others were completely overcome with exposure and fatigue. Many of the poor women were left with nearly a garment upon them. Several men, however, had saved their clothes, though scarcely stiffened with the cold sea water that steadily drenched them all for nine twenty hours in succession. The house not being large enough to accommodate the entire number of those saved, several, who were least injured, took refuge on the leeward side of a bank near by, and others sheltered themselves in the barn and other outbuildings of Mr. ALLEN'S farm. On the first floor of the house, three large rooms, adjoining each other, were occupied by the female passengers and infants. Some of them were able to sit up, and the balance were so weak they could not avoid lying down on the beds furnished them by the kind and benevolent lady of Mr. ALLEN, who exerted herself to the utmost in behalf of the almost broken-hearted mothers, husbands, daughters and sons, whose heart-breaking sorrows could not fail to enlist the warmest sympathies of all. Among the females were five or six who required immediate medical aid, and they were promptly attended by Dr. KITCHELL, of Eatontown, and Drs. PETTIT and SCHLYLER, of Long Branch, who were unremitting in their efforts to alleviate the sufferings of the afflicted. The appearance of the survivors was death-like, as their limbs were chilled, their eyes sunken, and were, in many instances, entirely unable to stand alone. It was truly affecting to behold such mournful scenes, and we are pleased to know that the strongest sympathy was felt for them and their condition by the people in that vicinity, and we are assured nothing was left undone by the New-Jersey ladies that was calculated to render oblivious the dreadful events in which they had been a conspicuous part. During the afternoon a large majority of those saved were conveyed to Red Bank in farm wagons, en route for the City.

Classes of the Passengers.

It is conceded that the German passengers of this new ship were a more select class of persons than usually arrive at our port by the Rotterdam and Southampton vessels. As far as we can learn, every one had sufficient funds to defray their expenses to the far West, whither the most of them were bound. Two-thirds of the men are believed to have had various quantities of gold and silver coin securely attached in their under clothing, the weight of which no doubt operated materially against them when endeavoring to keep themselves open the roaring breakers of the rolling ocean. From the appearance of those saved, it is evident they were in good position and standing in their native land.

List of the Officers and Crew of the New Era.

The following is a correct list of the officers and crew of the ill-fated ship *New Era*, so far as we have been able to ascertain the same:

Captain	Thomas J. Henry.
First Mate	George Sexton.
Second Mate	Wm. Frost.
Steward	Geo. A. Drew.
Physician	(Drowned, name not Known.)
Carpenter	Gilbert Fischer.
Passenger Cook	Baker.

Seamen.

Francis Davis,	Thos. McFarlane,
Christian Hinde,	—— Page,
James Turner,	Robert White,
—— Rodgers,	—— Parker,
—— Rodgers,	George Griffin,
Thomas Hinde,	John Tracy,
—— Francisco,	Joseph Terry.

We learn from Capt. HENRY that the ship was chartered in London, and was engaged at Rotterdam, Germany, Holstein, Norwegians, Sweden, [illegible]

Discovery of the Passengers.

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A Providential Escape.

On Monday night one of the passengers who after being washed overboard was so fortunate as to reach the shore alive was Miss HANNAH HAHN, a native of Pennsylvania. Previous to the wreck she was the only lady washed overboard who was saved, and the only lady saved on Monday at all. One of the heavy seas carried her off the deck, but her hold on the rigging, and suddenly she found herself engulfed in the mad element. After alternately sinking and rising several times, she was conscious of being violently struck by some hard substance. She grasped it firmly and found it a piece of spar, a support with which in a few moments she was docked upon the beach, fortunately uninjured. She was on her way to Wisconsin, where her husband or lover (in our reporter's imperfect knowledge of the TEUTONIC vocabulary which position he obtained the information, he is unable to state which) resides. His name is KARL HERMANN HOELTER. Mrs. HAHN has two pet cats—objects which is her trunk on the wreck, whom is in hourly expectation she will be able to recover, but unfortunately has not recollect it herself. If the German newspapers of the country would copy this paragraph, they might facilitate the finding out of the residence of Mr. HOELTER.

Charity of the Farmers.

During the afternoon of Tuesday, numerous wagons arrived at Mr. ALLEN'S house, filled with warm clothing of every description for the comfort of the forlorn sufferers who had their all on the sea. The articles were kindly divided among the men, women and children, by the charitable wives of the farmers and fishermen who came in large numbers to render a helping hand in this hour of humanities distress and suffering. The recipients of the articles expressed overjoyed, and felt grateful towards the kind ones among whom the so safely effected the first step on land somehow every assistance in their power to alleviate their sufferings.

Remarkable Incidents.

Two of the survivors, PHILIPP KOPP, a fine appearing young German, and Miss THERESA WOLFF were engaged to be married in Germany. Both were fortunately rescued from the wreck, and from a prospective death, have decided to enter a relation, which they think will give them certain happiness. They were to be married immediately on arriving in this City.

Dispatch to the Commissioners of Emigration.

The following telegraphic dispatch was read to the Commissioners of Emigration, at their meeting last evening:

LONG BRANCH, Wednesday, Nov. 15.

Mr. R. A. WILLIAMS: I have just received your dispatch. The Coroner received all the money that was found on the dead bodies. The ship is in an awful position. It will take one or two days before any of the passengers' things can be removed from her.

GOV. WILLIAMS stated that eighty of the passengers came to the City yesterday morning, and fifty more last evening, for whom lodgings had been provided.

Rescues from the Scene of the Disaster.

At 10 o'clock, yesterday morning, our reporters left Deal Beach, and brought with them the following additional intelligence:

The wrecked vessel was lying in about the same position as on Tuesday, though perhaps a little more deeply imbedded in the sand. Many of the morning the surf-boats brought from the wreck the remainder of the dead bodies. Many of them were greatly mangled and disfigured, and after having been washed on the beach were brought, as were those from the ship, to the residence of Mr. ALLEN. The number of bodies recovered yesterday up to ten o'clock, was thirty, which added to those recovered previously, makes the number fifty-five, or not one-fourth of those who are known to be lost. The particulars of the survivors as far, with the exception of Mrs. TAHL, (who was but recently of Bremen,) numbering about 40, left in the morning for Red Bank, from which point they were brought to the City on the steamer *Alice C. Price*. The remainder of the survivors who were taken to Red Bank on Tuesday, were unable to leave their beds owing to the *Alice C. Price* having gone aground near Red Bank. They were conveyed safely, per farmer morning, to Port Monmouth, from which point they were brought to the City by the steamer *Eagle*.

[Our reporter desires to express their acknowledgments to Mr. JOHN A. CONOVER, Conductor of the Camden and Amboy Railroad cars, Mr. ANDREW ALLEN, Station-master at Deal Beach, and Messrs. WELSH and CARSON of Freehold, for their kindness in forwarding dispatches to the office of the DAILY TIMES.]

ANOTHER SHIP WRECK.

The Loss of the Schooner Stowell.

We obtain from Mr. HENRY D. PETERSON, who was on board the U. S. mail steamer *Arago*, which was wrecked on Brigantine Beach, N. J., on Saturday last, the following particulars: The vessel, it appears by the statements made by the Captain, was going at the rate of eight miles an hour at the time she struck. It was very foggy at the time, and soundings had been taken of twenty-four fathoms two hours before she struck. The vessel went immediately on the beach. An attempt was made to back her off, but she had opening in the bows when she struck, and began to leak very badly. It was evident that the vessel would go to pieces soon. The crew then began to prepare for leaving the vessel. The crew consisted of forty persons. There were also two passengers on board from Havana, Mr. RAFAEL PEREZ and Mr. CUYAS FOR SOUTH.

There was a considerable swell, and a strong wind from the southeast. The crew and passengers succeeded in landing in the life-boat. They saved nothing, scarcely but the clothing they had on. When Mr. PETERSON left the beach (at high water) on Tuesday morning, nothing remained of the steamer except her stern and one of the wheels, the engines, which formed no small portion of the weight of the wreck, now lying within fifty yards of the beach. The cargo (which consisted of 2,000 barrels of flour, 2,000 sacks of corn, 50 boxes of tobacco and 200 barrels of rosin,) has been nearly destroyed and strewed over the beach—the sacks lying along the shore for at least three miles.

Every exertion has been made by Mr. ISAAC HENDERSON, the wreckmaster, for the preservation of property, but Mr. PETERSON and the crew were obliged, on one occasion, to take guns and defend the plunderers. While Mr. P. was on his way to Atlantic City, (a distance of six miles,) he passed several hand loads of oranges, which were on the ground near Red Bank. Many of the boxes were broken open, and a great portion of which, he has been informed, were afterwards sold in this city and New-York. A cowgirl boy of Mr. PEARCE was also found on the beach, and upon him was found a pocket-book containing $70 in gold and silver. The vessel and well-deserved portion of the inhabitants should endeavor to discover the owners of this stranger. Captain WESTON, Mr. PETERSON, the person Mr. PEARCE,

New-York Daily Times.

NEW-YORK, THURSDAY, NOV. 16, 1854.

To Correspondents.

The Battle of Alma and the Mexican Campaigns.

The battle of the Alma continues to be the theme of boundless exultation on the part of the English press. From one end of the Kingdom to the other it is extolled as the most remarkable engagement of recent times. The valor of the British troops,—but few of whom it is scarce had ever been under fire before;—the steadiness of their advance against a murderous discharge from artillery and infantry;—the order and discipline they displayed, and the number of their killed and wounded before their victory was secured, are relied as attesting the unequaled qualities of British troops. With quick and ready sympathy all these details and eulogies have been copied into the American press;—page after page of our own and other journals have been devoted to these chronicles of British valor;—and we have even vied with the English press in extolling the bravery and good conduct of the allied troops.

All this is very well. But it may not be amiss to call to mind the fact, that but a few years have elapsed since we also went through a war not without its scenes of valor and heroic achievements—but which has never been recognized by the British Press except as an incident of American aggression. The capture of Vera Cruz was made the occasion of a brutal and entirely unjust assault upon General Scott: and but or a dozen lines were all the Times could afford for the brilliant battles of Buena Vista and Cherubusco, while scarcely more was given to the conquest of the Mexican capital itself. And yet we venture to say that British history records no instances of valor and of steady courage, surpassing those which crowd the history of that brief but stirring and decisive campaign.

At the Alma the Allies, with not less than 50,000 men, took the entrenched heights of the river, held and defended by about 35,000 Russians, losing in the battle 656 killed and 2,690 wounded. They had a force decidedly superior to that of the enemy, and lost in killed and wounded one-fifteenth of their force. Although but few of their troops had ever been in action before, all of them were regulars, thoroughly drilled, and trained to obey the orders of their commanding officers, who were veterans and had seen service. They behaved well, and fought with steady and unflinching courage, but against an inferior force, made up of troops quite as unused to actual battle as they themselves.

At the battle of Buena Vista General Taylor with 4,759 men, of whom all but 453 had not only never been in action, but were actually unused to the discipline of the field, being absolutely raw recruits,—met and put to utter rout 20,000 Mexican regulars—losing over 700 men, or more than one-seventh of his entire force. At the battle of Contreras and Churubusco Gen. Scott with 5,820 men, stormed over 15,000 Mexicans strongly entrenched and abundantly supplied with artillery, drove them out and defeated them with a loss of nearly 7,000 killed, wounded and missing, losing himself 1,014 of his troops, including 70 officers,—or more than one-sixth of his entire force. At Molino del Rey 2,417 Americans, under the immediate command of Gen. Worth, stormed an immensely strong fort defended by at least 10,000 Mexicans, and after one of the hottest and hardest engagements ever fought, in which individual officers and men performed prodigies of valor rarely paralleled in history, captured four pieces of artillery and took nearly eight hundred prisoners, by the musket and bayonet alone, with a loss of 787 including 53 officers,—being one-third of all the officers and nearly one-fourth of all the men engaged! And after this battle Gen. Scott, with 6,000 men, the sole remnant of his force, assaulted and captured the strong and well-defended fortress of Chepultepec,—losing in that affair 862 men, or one-sixth of his force,—pushed on towards the capital, dispersing all the bands that resisted his advance, and finally took possession of that city of over 180,000 inhabitants, held at the time by nearly 30,000 troops.

Through this whole campaign raw troops, who had never been drilled six months in their lives, commanded mainly by young officers who had never seen a battle nor encountered a hostile shot, did the work of veterans. Every quality that marks good soldiers distinguished every step of their advance. There was no service too desperate or too dangerous for them. They shrank from no fatigue. They took no account of disparity of force, however great. Single officers more than once rushed alone into the entrenchments of the enemy, and either held their ground by personal valor till reinforced, or were cut to pieces by the superior numbers of the foe. Every one of the principal battles of our Mexican war was more bloody, more desperate, fought against greater odds, and cost heavier loss than the battle of the Alma. The Mexican soldiers, in nearly every instance, fought as well as the Russians. And there is not a single point in which those battles would not do the full as creditable to American arms, as was the battle of the Alma to the British.

Yet while the American press has been loudest in rehearsing British exhibitions and deeds of British valor, we were forced to defend ourselves against the constant attacks of the English press during our operations, and confine its silence the contradictory reports of what were regularly chronicled in its columns, as mere skirmishes unworthy of notice, and without either character or credit as military operations. We receive frequent communications from Englishmen among us, deprecating the occasional censure passed on English affairs, and complaining of us especially if we fail to sympathize to the fullest extent with the designs and objects of the British Government. All such complaints come with a bad grace from that quarter, in view of the tone which the English press invariably adopts towards this country, except when some emergency of trade or politics constrains a different course.

Signs of New Expeditions.

Let no one be surprised to hear of new Fillibustering expeditions from San Francisco against Sonora at an early day. The signs indicate a readiness to embark in such enterprises. Notwithstanding that Watkins, the lieutenant, was found guilty, Walker, the captain of the expedition that took possession of Lower California and erected a new Government over it, has been acquitted by the United States District Court. The papers represent the greatest indignation as prevailing against the Mexicans of Sonora who shot Boulbon, and some of them openly say, that were an expedition to be fitted out against Sonora to-day, public sentiment would sustain the expeditionists against all the officers of the United States Government. Then there are other signs less direct, but not less sure. Letter-writers begin again to dilate on the misery of Sonorians, on their griefs under their wicked rulers, and to tell how sadly the yoke chafes upon their necks. At the same time glowing descriptions of new mines and exceedingly rich returns from them, begin to prevail in the newspapers. These are the *out-lying symptoms of a fever that is pretty* likely to disturb the peace of Santa Anna at no distant date.

Mormon Advice and Sentiment.

Brigham Young is not the only queer orator that they have in Utah. His impudence and blasphemy and oaths are not equaled in the Territory, but we think that President Heber C. Kimball is head and head with him in plainness, originality of illustration, and "free and easy" philosophy. Like Brigham, he was born poor, in Vermont, and they have seen a great many hard times together.

"We have cleared and subdued the land," says he, "at various points from Vermont to this place, so that we have had no opportunity for becoming what the world calls educated. But if it were possible for me to exchange my information for that of the most learned man upon earth, I would not do it; it would be like exchanging a good substantial warm suit of clothing for a mess of filthy rags."

Still he urges the Saints to educate their children. He would have educated his, but he has not had time or money to do it. He puts a query and himself answers it:

Query—Which is the most profitable at present to this people, and to the rising generation—President Young and Heber C. Kimball, or their children? You will all say, let us have the former, instead of the children, for the time being. Some would say, put the children to school; and let the old men work until they are dead! dead! dead!!! I say let the boys help the father, and let the father and the mother live as long as they can; and let the daughters also do their part, for life is as sweet to the parents as to the children. Life is just as sweet to me now as ever it was; but the world has lost its sweetness to me.

Nay, so far as that is concerned, but for the desire he has to be a comfort to his sisters, brethren, wives and children, he "would not turn his hand over to live more than 25 minutes." On their account he will stick to life as long as he can, yet while here he must suffer, he says, "many pains, rheumatism, head-ache, jaw-ache and heart-ache," but they are all for the best.

"Brother Heber," as he likes to call himself, takes the world easier than he formerly did.

I do not feel as I used to when I see a man going away from the society of the church of God. I used to be filled with sympathy, and plead with them, hours and hours, importuning with them until my head would ache, and my heart sicken; and I never had the satisfaction of ever converting one such character in my life. If I should happen to get one converted, he would not stay converted, so I have concluded, and I think wisely, to let them go, and not suffer myself to have any more feelings about it than I would about any of the common occurrences of life.

Of such mixed twaddle and sense, egotistical blarney and good advice, is discourse after discourse composed, which Heber delivers in the Tabernacle, and which the Deseret News prints on its black and blue paper, of domestic manufacture.

Who Is Governor?

Our returns this morning, as will be seen by the table in another column, turn the scale against Clark, and show that Seymour is probably elected by about 400 votes. Most of our returns are now reported by telegraph from the official canvass; but a new element of doubt is introduced by the statement from Albany, that the votes as returned by the County Clerks differ materially from the majorities as reported by telegraph. The present aspect of the votes favors Seymour's election.

American Merchants in China.

Our readers doubtless recollect the comments we made at the time upon the action of Mr. Marshall, United States Commissioner in China, in regard to the payment of *duties at Shanghai. After that port had* been taken by the rebels, and when of course there was no longer any Imperial *authority to attend to the collection of du*ties, Mr. Marshall still insisted that they should be paid, and acting under his advice, and with his sanction, the United States Consul, Mr. Cunningham, required that American merchants should give bonds for the payment of the duties, before he would grant them their clearance papers. We condemned this action at the time, and expressed the belief that it would be reversed by our Government. It will be seen by the following note from the Secretary of State to a mercantile firm in this City, that it has done so:

Department of State,
Washington, Nov. 6, 1854.

Messrs. Goodhue & Co., New-York:

Gentlemen: Referring to your communication enclosing a memorial, signed by the merchants of New-York engaged in the China trade, requesting that instructions might be given to the United States Consul at Shanghai, to cancel the bonds required from American merchants during the period that the city was in the possession of the insurgents; I have now to inform you that the United States Consul at Shanghai has been instructed to cancel all bonds and obligations received at that Consulate, under the provisional rules for clearing ships, issued by Mr. Cunningham, the late acting Consul, on the 5th of September, 1853, and return them to the parties to whom they respectively belong, and rescind the said regulation.

I am, Gentlemen, respectfully,
Your obedient servant,
W. L. MARCY.

The Latest News.

We surrender a large portion of our space this morning to the full details furnished by our Special Reporters, of the wreck of the *New Era* at the very entrance of our harbor, and of the dreadful loss of life by which it was attended. It is one of the saddest records of disaster we have yet been called to make. And the saddest part of it is, that within four hundred yards of land, with hundreds of persons looking on from the shore, and three steam tugs in their immediate vicinity, over a hundred poor creatures, men, women and little children, were left to perish from exposure to the cold and the vigors of the sea!

We have received a letter from Mr. Elias Smith, of the News Yacht belonging to the City Press in the harbor, in reply to the note of Mr. W. O. Lewis, of the Sandy Hook Telegraph, seeking to shield the Underwriters from blame for the lack of boats and other life-saving apparatus on board their steamboats sent for the relief of vessels in distress on our Coast. Mr. Smith says:

It is true, no human power could have saved from death a large portion of those who were first swept from the decks of the ill-starred ship; but it is equally true,—and no motives of interest or policy shall deter me from reiterating the declaration,—that every soul who remained alive after the *Achilles* reached the wreck, could have been taken off and saved had *there been one good surf-boat on board the steamer!* For the truth of this proposition, I appeal with confidence to the Captain, Pilot and Engineer, as well as to the *brethren and firemen of the Achilles.* The untold suffering which fell to those who clung to that surging wreck through the darkness of Monday night, saturated by the spray and chilled by the night wind,—the dead which lined her rigging in the morning, and washed, torn and mangled, among the *débris* of the wreck, might all have been prevented by one surf boat on board the *Achilles* or the *Leviathan*,—both of which steamers, Mr. Lewis says, were ordered to the scene of the wreck—alas! for what purpose!

"That looks bad," said Capt. Reynolds to the Captain of the *Achilles*. "Yes," was his response, "and the worst is we can do nothing." Why? Neither steamer had a boat that could live a moment in the surf, much less sustain human beings. True, being outside of Sandy Hook when the news of the disaster reached the City, "they could not be furnished with anything besides what they had," which was—nothing.

But how does the case stand with respect to the *Rescuer*, which was fitted out, Mr. L. says, at the City, under Capt. Bowne's supervision, the agent of the Board of Underwriters, expressly to go to the relief of the wreck? Let Capt. Bowne speak for himself. "We, amid the darkness of night, he hailed the *Achilles*, and made the astounding disclosure that "*he had not two men that could pull an oar!*" He had a surf-boat, a steam-pump, and an engineer to put it in motion, to pump out the miserable hulk, were such a thing possible, but not two men who could pull a boat in motion to save life, notwithstanding he declared it possible to board the wreck and take off the passengers, and appealed to the *Achilles* for help. To sum all up, there were *three* tugs, one large wrecking schooner, and, lastly, a suitable boat, but not a soul sent down whose duty it was to man her! Was the *Rescuer* sent to save the passengers, or the hull, sails and rigging? The question suggests its own answer, and is also forcibly illustrated by the cool commercial tone of Capt. B.'s letter to the underwriters, when, in a communication of twenty-eight lines, he devotes just six to the passengers and their horrible situation. "I shall remain here with the *Rescuer*, to save sails, rigging and whatever else possible," says Capt. Bowne.

The Board of Underwriters had considerable money at stake in the way of insurance; and all the spars, rigging and other *saleable* articles which they could save from the wreck, would do something towards reducing the amount of their loss. But saved lives, though counted by the score, would not count at all on their ledgers! So they send boats down to a wrecked ship having hundreds of persons on board, fitted to save *property*, but not fitted to save life!

If the Board have any regard for their reputation, they will see to it that a remedy for this state of things is promptly provided.

FROM SICILY.

Terrible Ravages of the Cholera, &c.

By the bark *Ithonia*, Capt. Morton, from Palermo, we have advices from Sicily to Sept. 17.

At Messina, the cholera was making frightful havoc, taking off from eight to eleven hundred per day. On the 16th the report was, that about one half of the population had been carried off.

The disease extended even to animals—mules, cats and dogs dropping dead in the streets.

All the physicians who had not fallen victims had fled the city.

The Government had issued a proclamation calling for medical volunteers from the neighboring cities, guaranteeing payment to them. There were ten who had gone from Palermo. On the 12th 1,000 soldiers or convicts had been sent from Palermo to Messina to cleanse the streets and bury the dead.

At Naples, Aug. 13, the disease had abated, the deaths amounting to about 200 per day, and on the 23d the deaths daily had decreased to 30 or 35.

At Palermo, 90th, about 350 per day was the number. The whole number of deaths at Palermo was estimated at 12,000, and at Messina 45,000.

Trial of Luke Curtis, Charged With Poisoning His Father.

The Manchester (N. H.) *American*, of date Nov. 14, contains a lengthy report of the first day's proceedings in the trial of Luke Curtis, on a charge of having, with intent, caused the death of his father by administering to him recently a deadly poison. From the opening of the case by the *junior counsel for the State*, we infer that there is no positive evidence known that the prisoner wilfully prepared and administered the poison to his father. The principal points made against the prisoner thus far are that he was not on good terms with his father, and that he was the only person in the kitchen in the absence of the cook while the tea was preparing in which arsenic was found, and from drinking which death was occasioned.

Naval.

The U. S. ship *Massachusetts* had sailed from Rio Janeiro previous to Sept. 27, for Cape Town, and returned 26th, with loss of spars, having experienced a heavy gale. Sept. 9, at 10 A. M., the U. S. sloop-of-war *St. Louis* appeared in sight, off Palermo, and, after being boarded and receiving the news, filled away and proceeded to Naples.

Large Fire at Poughkeepsie.—At 2½ o'clock last morning a number of stables situated at the rear of the Gregory House, in Civilization-street, Poughkeepsie, were destroyed by fire, together with a large barn, the property of Mr. Gregory. In the latter building, several horses and cows were burned to death. The loss is estimated at some $6,000—$1,000 of which is covered by insurance.

Mr. William North.

In another column will be found a detailed and graphic account of the inquest held yesterday on the remains of this unfortunate and misguided gentleman. It will be difficult to read it without emotion. A more determined and deliberate suicide has never been committed. The witnesses examined before the Coroner attest that he had taken farewell of them the previous day; had announced his intention of dying; had occupied himself on returning home with writing full directions to his friends; had declined to see an acquaintance who called on him, imagining probably that if he did see him the catastrophe would be prevented, and soon after this acquaintance had left drank from the bottle a quarter of an ounce of prussic acid. The bottle when found was *corked*, so that *after* he had drunk the poison he must have deliberately corked the remainder. The action of prussic acid is nearly instantaneous even in much smaller doses, and there can be little doubt that he had scarcely time to reach the bed ere he was a corpse. On his table were found the letters referred to in the report, a prospectus of a comic paper, several sketches, and an envelope containing twelve cents! It is not possible to conceive anything more touching or more tragic than these last particulars.

Mr. William North—an Englishman by birth—was related to the ancient family of the Earl of Guildford, a Peerage created in the latter part of the fourteenth century. A domestic unhappiness estranged him from the affections of his father, (who still lives,) and at an early age he had to begin the stern battle of life. Literature seemed to be the vocation for which he was best adapted, and with the enthusiasm of an ardent student he embraced it. For ten years he was an earnest, enlightened worker in that hard and cruel field of labor. At the outset of his career he possessed a fortune, but, with the usual indiscretion of inexperience, he expended it in vain efforts to establish magazines, periodicals, &c.

When but 19 years of age, Mr. North wrote the political novel of *Anti-Coningsby*, and achieved an immediate and brilliant success. *It was no ordinary effort of a young unknown man—even of genius—to oppose himself successfully to a writer like Disraeli; and that, too, at a time when the latter's work (Coningsby) entirely occupied the public mind,*—yet Mr. North's masterly reply commanded immediate attention, and won for him the encomiums of the London press. The *City of the Jugglers*, the *Impostor*, and other works of fiction followed this initial effort, and indicated in no ordinary degree the versatility, brilliancy and peculiarity of Mr. North's style.

At various times Mr. North contributed to the columns of *Chambers' Edinburg Journal*, *Eliza Cook's Journal*, and other London publications. In 1852 Mr. North immigrated to America, with the intention of making it his future home. He has lived but two years to enjoy the Republican Freedom for which he always yearned, and with he was so eminently capable of appreciating. In that time he has written several large volumes of tales, essays and poetry—all of which have appeared in the leading magazines and periodicals and been extensively copied. Everything that came from his pen was perfect, unique and artistic. Excepting Balzac and Poe, he had no equal in the "breathless school" of intense writing;—like the writers named, too, he selected uncommon ideas for his plots, and treated them with an analytic closeness little less than wonderful. Mr. North—again like Poe—was predominantly a poet. *Blondine, Bernetta*, and *Castanio*—three poems idealizing the three *types* of Beauty—and a multitude of smaller effusions, are widely known. It was the last, as it always was the strongest, wish of his heart, that his poems might be collected and published in a vo'ume.

Mr North was a man of great cultivation, a fine linguist, read in classical and modern literature, a chemist. Having finished his education in the University of Bonn, he became deeply impressed with the German School of Modern Philosophy. The after-fruit of intense thought and theory was a work called *The Infinite Republic*, it is to this he refers in the *postcript* found by the Coroner.

Mr. North was the first to translate Miss Bremer's *Midnight Sun* from the Danish to the English language. He also made an admirable translation of Lamartine's poems. The author of the *Girondists* was so delighted with it that he wrote to Mr. North to thank him, and to express his admiration for the remarkable way in which the spirit of the original had been preserved.

The last effort of Mr. North's pen was a novel, now going through the presses of Messrs. Long. It is called the *Slave of the Lamp*, and will shortly be issued to the public. Since the completion of this work, Mr. North did little; but the pencilings of the *Philosopher*, found in the chamber of death, (it was to have been a comic paper!) indicates that he had intentions for the future. Mr. North left several MSS., among which are the tragic drama of "Odin;" another drama, and some poems, principally addressed to ladies.

When a suicide of this melancholy character occurs, it is too frequently to be traced to pecuniary causes. Literature is a constant struggle, and he who depends on his pen for sustenance, knows much misery that reaches other men but seldom. Perhaps the indefiniteness of the constantly receding object—Prosperity—is one of the most saddening experiences a susceptible nature can endure. Thus it was with Mr. North; eminently gifted, highly cultivated, rapid and industrious, he found himself at the end of ten years, no better no higher, no richer than when he started on the thorny path of Fame. All that he could call his own was a reputation; all that he had gained by it—twelve cents and the means of self-murder. He had *not* suffered privation—as that word is understood; he could always obtain by his unaided effort the wherewithal of life. But what was dearer to him than life,—social position and the means of indulging a refined communion with the world—that world where money alone is the equalizer,—he had not. He strove loyally in the ranks of Literature, and perished.

Considerations of this kind undoubtedly influenced Mr. North in his unhappy resolve; but it was not worldly disappointment alone that led to the act. He had the poet's passionate love of beauty, and the poet's passionate love of what he conceived to be an ideal type. For the rest, "He loved not wisely, but too well." He was unhappy, and preferred death to unhappiness. Naturally he was an absorbed man. The habit of concentrated reflection on topics of a peculiar, and sometimes melancholy nature, induced a degree of morbid irritability, which frequently caused him to be misunderstood even by his best friends. Those who knew him thoroughly, could alone appreciate his generous, noble, fearless character.

The remains of the unfortunate gentleman were conveyed yesterday afternoon to the Receiving-House at Greenwood Cemetery, where they will remain until the wish of his father has been consulted about their final resting place.

Life Boats.—In an advertising columns will be found a notice of the *Stanton Life Boat and Rescue Life Preserver*, which has been tested and certified to by a great number of experienced and competent judges. We commend the advertisement to the attention of all who are interested in the subject.

Rupert Gazetteer of the World is half completed with the issue of the fifth number, which takes the world, in its alphabetical arrangement, down to Boston. This continual river is on the 300th page. There are of the whole work to numbering 1,200 pages, with seven more numbers to appear, at 25 or 50 Cts. Cheap enough for the best thing of the sort that is out.

THE ELECTION.

LATEST RETURNS.

VOTE FOR GOVERNOR BY MAJORITIES.

County over Seymour.		Seymour over Clark.	
*Albany	339	New-York	14861
*Broome	1724	*Albany	1444
Cattaraugus	400	*Chenango	495
*Cayuga	1504	Delaware	77
*Chautauque	1300	*Erie	5744
*Chenango	1087	*Greene	323
*Columbia	64	*Herkimer	940
*Cortland	780	Kings	9133
*Clinton	414	Lewis	25
*Duchess	260	*Oneida	369
*Essex	1026	*Onego	3023
*Franklin	76	*Putnam	89
*Fulton and Ham.	300	*Queens	391
*Genesee	275	*Rensselaer	63
*Jefferson	283	*Richmond	190
*Livingston	635	*Seneca	55
*Montgomery	173	*Suffolk	121
*Madison	300	*Steuben	406
*Monroe	718	*Tioga	3
*Niagara	1203	Westchester	353
*Onondaga	162		
*Ontario	1149	Total	37,593
*Orange	336		
*Oswego	1407		
*Orleans	907		
*Rockland	3		
*St Lawrence	1235		
*Saratoga	622		
*Schenectady	491		
Schoharie	120		
Sullivan	30		
*Tompkins	825		
*Ulster	68		
*Washington	1857		
Warren	204		
Wayne	1024		
*Wyoming	869		
*Yates	589		
Total	27,091	Seymour's head	343

Remarks.—The official corrections since yesterday would have left Clark still ahead; but the following report from Cattaraugus, taking nearly 800 votes from his column, turns the scale in favor of Gov. Seymour:

Correspondence of the Evening Journal.

Ellicottville, Tuesday, Nov. 14.

Cattaraugus County.—Clark's majority in this County over Seymour is not far from 600; 480 *will, I think, be a safe estimate, though it may* possibly fall to 400.

Greene County.

Catskill, Tuesday, Nov. 14, 1854.

To the Editor of the New-York Daily Times:

Below find official vote for Greene County:

Governor.—Clark, 1,949; Ullmann, 1,780; Seymour, 1,797; Bronson, 272.

Lieutenant Governor.—Raymond, 1,896; Scroggs, 1,817; Ludlow, 1,692; Ford, 271.

Canal Commissioner.—Pitcbugh, 1,899; Williams, 1,196; Clark, 1,731; Burnham, 626.

State Prison Inspector.—Bowne, 1,899; Saunders, 1,815; Andrews, 1,729; Vernam, 318.

Congress.—King, (Whig,) 2,134; Strong, (Dem.,) 1,962.

Assembly.—First District—Martin L. Richerson, (Whig,) 42 majority. Second District—John O. Palmer, (Dem.,) 1,199 majority.

The Election.

Albany, Wednesday, Nov. 15.

Herkimer County.—[Official.]—Clark, 2,613; Seymour, 2,118; Ullmann, 847; Bronson, 43.

Albany County.—[Official.]—Clark, 3,093; Ullmann, 4,775; Seymour, 3,426.

The official returns received from the offices of the County Clerks vary materially the the reported official majorities sent by telegraph.

Utica, Wednesday, Nov. 15.

Oneida County.—[Official.]—Clark, 7,501; Seymour, 7,590; Ullmann, 1,068; Bronson, 681.

Oswego, Wednesday, Nov. 15.

Oswego County.—[Official.]—Clark, 4,682; Seymour, 3,675; Ullmann, 1,235; Bronson, 475. *Lieut. Governor*—Raymond, 4,005; Ludlow, 3,020; Wood, 1,117; Ford, 603; Scroggs, 1,207.

Malone, Wednesday, Nov. 15.

Franklin County.—[Official.]—Clark's majority over Seymour is 76.

Hudson, Wednesday, Nov. 15.

Columbia County.—[Official.]—Clark's majority in this county is 96, instead of 42.

Watertown, Wednesday, Nov. 15.

Chautauque County.—[Official.]—Ullmann, 4,519; Clark, 2,709; Seymour, 1,941; Bronson, 377.

Syracuse, Wednesday, Nov. 15.

Onondaga County.—[Official.]—Revised returns. Clark, 4,747; Seymour, 4,548; Ullmann, 2,064; Bronson, 429. This is the correct return taken from the official canvass.

Westchester County.—[Official.]—Governor—Clark, 9,346; Seymour, 8,993; Ullmann, 3,413; Bronson, 514.

Lieut. Governor—Raymond, 9,559; Ludlow, 1,507; Scroggs, 9,330; Ford, 1,417.

Canal Commissioner—Pitchugh, 9,171; Clark, 1,630; Williams, 9,234; Burnham, 1,751.

State Prison Inspector—Bowne, 9,190; Andrews, 1,687; Sanders, 9,088; Vernam, 1,522.

Congress—Clarke, Whig, 8,997; Brentnall, Dem., 9,022; Bailey, Ind., 169; Whiting, Dem., 1,340.

Assembly—1st District—Hunt, Whig, 1,004; Pinch, Soft, 893; Babcock, Tem., 1,123; Lee, Hard, 489.

2d District—Furgueon, Whig, 1,159; Underhill, Hard, 1,034; Waterbury, K. N., 2,203.

Sailors in Trouble.

Quite a sensation was occasioned at the Tombs yesterday afternoon, by the appearance of some thirty-five Chinese, Malays and Portuguese sailors, accompanied by the Captain of the bark *Commercio Compio*, who was about making a complaint against them for an alleged assault and battery. The following appears to be a history of this curious case: About three years ago the bark sailed from Antwerp and proceeded to Hong-Kong and Amoy, in China, where the Captain took on board a crew of Chinese. It then touched at one of the ports in the East Indies, and completed its crew with a number of Malay and Portuguese sailors. *The business in which the vessel was engaged was* trading in Coolies at the different ports in the East Indies, which were conveyed to Havana and other places in the West Indies. The Captain and mate took possession of the vessel and gave no account of their transactions to the owners, who resided in Middleburg, Netherlands, and until the last two months, the whereabouts of the vessel was unknown. At last it was discovered that she had sailed for Havana, where a new Captain and mate were dispatched to arrest the pirates and take charge of the vessel. This was done, and the old Captain—together with the ship's articles—sent in irons to Middleburg, there to be tried. The crew of the vessel were, however, reshipped by the new Captain on board the same vessel, and paid advance wages. Under the old articles they had liberty to leave the bark at any port at which she might touch; but now once were drawn up, which contained an agreement that they should go back to Netherlands, and the sailors, not understanding the language, signed the stipulation. The bark put into New-York about 10 days ago, in distress, and is now lying at Brooklyn, having encountered a severe storm. The crew left the ship, as they supposed they had a right to do, the Captain having informed them, as they say, that he wished a different kind of crew, one whose language he understood. The day after their arrival here they demanded their wages, amounting to between $2,000 and $3,000, and employed Messrs. Goodes & Hardman as their counsel, and who discovered that they were hooked by the Captain as deserters.

Their counsel called on Mr. Zimmerman, the Consul-General of the Netherlands, who informed them that the crew were deserters, and had forfeited all due them. The men, finding they had committed an unintentional error, offered to go back to duty. This was not accepted. An offer was made by the Captain to settle the matter for the paltry sum of $200, which was indignantly refused. They then proceeded with the legal advisers on board the bark, willing to fulfill the requirements of the ship's articles. The Captain refused them all, refusing to pay them one cent.

The next place visited was the office of the consignees, Messrs. Minor & Fuller, No. 93 Wall-street, where a consultation took place, and it was concluded by Mr. Zimmerman, the Consul, that a complaint should be entered against the whole crew for an assault and battery. The Captain, followed by the sailors, accordingly went to the Chief of Police, who refused to entertain the complaint, and directed them to go to the Tombs, where a complaint was made, that they were deserters, and had assaulted the Captain. They were not arrested, however, and on the matter stands for the present. To-morrow, the counsel for the crew, intend bringing the whole matter before the Mayor, and if a satisfactory conclusion is not made with the citizens, to libel the vessel. The poor fellows presented a truly pitiful spectacle. They are unable to speak our language, and are actually suffering for the necessaries of life. Many of them are thinly clad, and having been accustomed to a tropical climate, feel more sensible their truly unfortunate position, being thrown in a strange country without money or friends.

The Board of Education.

The Board of Education held a Special Meeting last evening. The session was occupied in Committee of the Whole, in considering the report recommending the classification of studies, teachers' salaries, &c. The officers in the schools are classed as Principals, Vice-Principals, First, Second, and Third Assistants, and the rates of salaries for males in the Grammar Schools range from $1,500 to $2,500, and for females from $600 to $1,200 per annum. The salaries of teachers in Primary Schools are, for Principals, $1,000; for Third Assistants, $1,000. The report was considerably amended, and gave rise to a long discussion, but it was finally adopted, by a vote of 23 yeas, to 14 nays.

The *Edinburg Review* for October comes to us from Leonard Scott & Co., of the republish it. The article of most interest to us is one on the Criminal Population, which ably reviews the whole subject of its management and disposal, discusses the value of different plans and methods in use, and proposes sundry salutary improvements. A review of Macaulay's Speeches also will secure a general reading.

BUSINESS NOTICES.

WHOLESALE AND RETAIL DEPOT FOR THE SALE of DESHLER'S CELEBRATED TASTELESS PILLS FOR FEVER AND AGUE.—Owing to the unprecedented demand for this new specific for fever and ague, a wholesale and retail depot has been opened at No. 241 Broadway, nearly opposite the Tabernacle. The inventor of the remedy, Dr. DESHLER, will be in attendance at the store, and advice to meet the particular cases of those and agues patients will be given gratuitously by him.

These pills are warranted to cure the worst cases.

Orders from the City trade, and from traders generally, are respectfully solicited.

C. D. DESHLER, Agent, No. 241 Broadway.

SILKS, BROCADE, PLAID AND STRIPED SILKS.—S. & M. E. TOWLE & CO. have received from the last 200 pieces heavy rich Brocade Silks, in red and blk., per yard 200 pieces Rhadzimir and Satin Plaids, from 4s to 10s; 100 pieces plain colors and changeable, from 4s to 10s., on Brown's mode and paradox; 1,000 pieces Figured Satin Rhadzimir Gros de Rhine, 8c. to 20c., dyed and Serpentine.

Lyons' Velvet and Ladies' Cloths, 12 pieces Lyons' and Genoa Velvet, warranted all silk, from 50c to $3; 100 pieces French Twilled and Plain Cloths, in choice colors, of Reversa, Tasmanian Black, at 12½ and 25c. per yard, of superior finish for Cloaks and Talmas.

French Merino, Saxony Plaids, 2,000 pieces Lupin's and Scott's, from Auction, from 6c to 18c. per yard; 1,000 pieces rich Saxony Plaids, of choice patterns and colors, from 8c to 18; 1,200 pieces Thibet's and Parramattas, from 12½ to 25c. per yard.

COLUMBIAN HALL, No. 281 Grand-st.

WINTER CLOTHING.—5,000 OVERCOATS, PALMAR PALETOTS, and Surtouts.

4,000 Pants, of Cassimere, Plaids, Stripes and Fancy Cloth.

4,000 Pants, of French, English and American Cassimeres.

2,000 Vests, of Silk, Velvet, Plaid, Cashmere, Satin, Cloth, Valencia, Marseilles, Fancy and Plain Cassimere.

Under-clothing, Hosiery, Gloves, Scarfs, Cravats, Stocks, Suspenders, Handkerchiefs, &c., to make the above complete, together with Hats and Caps, Boots and Shoes, Trunks, Carpet-bags, Umbrellas, &c., all of which will be found at the Wholesale Clothing Emporium of Messrs. Genin, Roberts, Vose, Bro. & Co., 214 Broadway, corner of Fulton-st. In short, we have in all the most extensive and complete assortment of Winter Clothing and Furnishing Goods in the world, which we are prepared to offer to the trade at the lowest cash prices. Also, a large assortment of Boys' Clothing, of the newest, most fashionable and approved styles, which we are prepared to sell at prices to suit the times. Also, a large assortment of Hunting, Shooting and Fishing Clothing, of the most approved patterns, as part of our stock, which we are prepared to sell at wholesale prices.

GENIN, ROBERTS, VOSE, BRO. & CO.,
No. 214 Broadway, corner of Fulton-st.

GOODS TO BE SOLD BY AUCTION.—Sale of Dress Goods, Shawls, Cloaks, &c., at 10½ o'clock, at the Store No. 97 Chatham-st., by order of Chatham and Pearl-sts.

ALBERT H. NICOLAY WILL SOLD HIS BOOKS, LEASE OF STORE, &c., AT PUBLIC AUCTION, ON MONDAY AND TUESDAY THIS DAY, at 10 o'clock, at the Auction-store of Bangs, Merwin & Co., No. 678 Broadway, between Bleecker and Houston-sts. For full particulars, see the Auctioneer in another column.

PREPARE FOR COLD WEATHER.—FASHIONABLE CLOTHING.—The subscriber, at his old stand, No. 97 Fulton-st., corner of Nassau-st., has now on hand a large and well-selected assortment of Winter Clothing, consisting of Overcoats, Pants, Vests, &c., which he offers at low prices and terms. Gentlemen will please call before purchasing elsewhere.

HORACE WATERS.

ATTENTION, LADIES!—ANNOUNCEMENT! Good goods are to be had at all times, and are generally rewarded with credit, and, therefore, A. T. WILSON, Nos. 51 and 53 John-st., is offering his large and elegant stock of Winter Goods at reduced prices to make room for the large importations he is now receiving. His stock is one of the most extensive in the same line. This is the true test of cheapness. Arrogating the superior style of his Present Season, including Velvet, Brocade, Satin, Cloth, Plaid, Cashmere, Merino, Valencia, Marseilles, Fancy and Plain Cassimere Vests, &c., to make that distinguished figure which they merit, together with Hosiery, Gloves, Scarfs, Cravats, Stocks, Suspenders, Handkerchiefs, &c., to make them complete, Wilson is in possession of real bargains, and the newest fashions and the cheapest prices, will serve their own interests by calling at Nos. 51 and 53 John-st.

QUERY.—WHY SHOULD SO MANY PERSONS BE suffering from Rheumatism, Pain in the Side, &c., when the application of ROGERS' EXPERSION FLUID will give them a permanent remedy? Why should they be afflicted and miserable longer by so trifling a cause? Why should they be tortured by Physicians, when ROGERS' EXPERSION FLUID will cure them? Why should they be deceived by Quacks

SPECIAL NOTICES.

PARO PLAYING CARDS.

DRY GOODS.

BUSINESS CHANCES.

MAGNETIC POWDERS.

FURS.

FINE ARTS

BOARDING.

WANTED.

HELP WANTED—MALE.

HELP WANTED—FEMALE.

SITUATIONS WANTED.

TO LET.

FURNISHED ROOMS.

REAL ESTATE.

AUCTION SALES.

STEAMBOATS AND RAILROADS.

EXCURSIONS.

AMUSEMENTS.

New-York Daily Times.

LATEST INTELLIGENCE

By Telegraph to the New-York Daily Times.

FROM WASHINGTON.

Suspension of Selden, Withers & Co.

Special Dispatch to the New-York Daily Times.

WASHINGTON, Wednesday, Nov. 15.

SELDEN, WITHERS & Co.'s term of copartnership expires by limitation on the 24th of November. They have determined to suspend, but the resources of the bank, even without the private property of the partners, is sufficient to pay all its indebtedness, and leave a large surplus.

The SOULE and MASON affair continues to disturb the Administration. MAG.

The Run on Selden, Withers & Co.—The Supreme Bar Justices Being Held in Readiness for Mr. Soule.

WASHINGTON, Wednesday, Nov. 15.

Messrs. SELDEN, WITHERS & Co., met all the demands made upon them to-day, and the run upon them is subsiding.

The *Star* says the United States steamship *San Jacinto* is being held in readiness at Southampton to convey Mr. SOULE to Spain, and that a discussion was going on between Messrs. MASON and BUCHANAN as to the propriety of his returning there by such conveyance.

The Government is not yet in possession of dispatches from Mr. MASON in regard to the affair.

Delaware Election.

WILMINGTON, Wednesday, Nov. 15.

WILMINGTON CITY.—Peter F. Causey, the Native American candidate for Governor, has 311 majority in this city, and Elisha D. Cullen, the Native American candidate for Congress, has a majority of 194.

Brandywine Hundred gives 14 majority for Causey, and there is a tie between the Congressmen.

Christiana Hundred gives Dr. Wm. Benton, the Democratic candidate for Governor, 19 majority, and Gen. Read Riddle, Democratic candidate for Congress, 20 majority.

White Clay Creek Hundred gives Dr. William Benton 89 majority, and George R. Riddle 87 majority.

Mill Creek Hundred gives Benton 81 majority; Riddle 19 majority.

Pencaitle Hundred gives Causey 14 majority; Riddle five majority.

NEWCASTLE COUNTY.—The whole Native American County ticket is elected in this County.

RED LION HUNDRED.—Benton 20 majority—Riddle 20 majority.

ST. GEORGE'S HUNDRED.—Causey, 38 majority; Cullen, 55.

APPOQUINIMINK HUNDRED.—Causey, 140 majority; Cullen, 122.

KENT COUNTY.—This county gives Causey and Cullen about 285 majority, and elects the whole Native American County ticket.

SUSSEX COUNTY.—In this county as far as heard from, Causey and Cullen have a majority of 270, and the whole Native American County ticket is elected.

Elections to Congress.

LOUISVILLE, Wednesday, Nov. 15.

BURNETT, Whig, is elected to Congress in the Second District of this State to fill the vacancy occasioned by the death of PRESLEY EWING.

Elected to Congress.

DUBUQUE, Wednesday, Nov. 15.

FREE, the Nebraska Democratic candidate in the Fourth for Congress, has been elected.

Loss of the Propeller Peninsula.

DETROIT, Wednesday, Nov. 15.

The propeller *Peninsula* went ashore to-day at Eagle River, Lake Superior, and has become a total loss. She was owned by SHELDEN & McKINNEY, of Detroit.

Loss and Importunt from Havana—Seizure of Five American Schooners with Arms and Ammunition—Suspected Popular Outbreak at Puerto Principe.

CHARLESTON, Tuesday, Nov. 14.

The steamer *Governor Dudley* has arrived at this port with Havana dates to the 11th inst.

The correspondent of the Charleston *Courier*, under date Havana the 10th inst., says that two American schooners, with arms and ammunition on board, had been seized at Caravee, and all the parties concerned imprisoned. It was also reported that some 500 men had been landed, but this lacks confirmation.

General SERRANO, the second in command on the Island, left Havana on the 6th, to investigate the affair.

It was reported that a popular outbreak had occurred at Puerto Principe, but no particulars were known.

It had leaked out that several parties had been pardoned by General PEZUELA, who were arrested for being engaged in landing arms at Banoca.

The steamship *Isabel*, previously reported at Key West disabled, has reached this port.

Boat Race.

CHARLESTON, Tuesday, Nov. 14.

A boat regatta came off here, yesterday, in which the Evelyn, a South Carolina boat, was, beating a Georgia boat.

Monetary Affairs in Cincinnati.

CINCINNATI, Tuesday, Nov. 14.

We have no further failures to report, and but little excitement in our money market. Messrs. JESSE R. MOSTON & Co. have commenced business. Eastern Exchange is quoted at ¼ per cent. premium. Our markets generally, are dull. Small sales of hogs are reported at $3 60. No rise in the river has yet taken place at this point.

CINCINNATI, Wednesday, Nov. 15.

The Mechanics' and Traders' Bank of this city—a branch of the State Bank of Ohio—failed this morning.

The house of J. H. JAMES, at Urbanna, was robbed last night. He failed in business last week, and was largely concerned in the Mechanics' and Traders' Bank of this city.

Failures of the Western Banks.

CINCINNATI, Wednesday, Nov. 15.

The closing of the Mechanics' and Traders' Bank has caused an increase to the excitement already prevailing here, and financial matters are now worse than ever. Confidence is decidedly weak, but we are happy to state that we have no mercantile failures to report. Gold is eight per cent. premium, and there is a large amount of money offering outside in small lots, by parties who are afraid to hold it, and more relief is experienced in this way than when the funds were in the hands of the bankers. The principal banking houses having failed, we are now near the end of our difficulties, it is hoped. The three heavy private bankers that remain are above suspicion, and these, with the Trust Company, are receiving nearly all the business, and the deposits are very heavy. All that is required to make money easy is confidence. In the general markets very little business is being transacted.

The notes of the Mechanics' and Traders' Bank are received on deposit, the other branches of the Ohio State Bank being issued for their redemption.

Boston Exchange is selling at 1½ per cent. premium.

The Opening of the Central Ohio Railroad.

WHEELING, Wednesday, Nov. 15.

The ceremonies, which took last night at 12 o'clock, were Baltimore and Cumberland all right, and full of joyful anticipations of the pleasures to be enjoyed at the opening of the Central Ohio Road to-day. The 10th, 11th &c. of the citizens of Messrs. KAUFMANN, ISAAC E. DAVIS, and Col. FORNEY.

The meeting then adjourned to the first Tuesday in December.

Board of Councilmen.....WEDNESDAY, Nov. 15.

PETITIONS REFERRED.

Elihu Campbell, for relief for injuries received in the discharge of his duties as a fireman; of Charles Elliot, for the same; of James L. Miller, and others, to use the Engine formerly used by Company No. 43; to have a sewer in Catharine from Division-street to the river; of Wm. H. Underhill, Grand-street, for damages by Engine Company No. 6, running on the sidewalk and destroying the awning posts and frame work of his store; to have Washington-street between Charlton and Spring repaved.

RESOLUTIONS CALLED UP AND ADOPTED.

In relation to the change of hour of meeting of the Board to 3 P. M.; to meet every night except Saturday and Sunday.

PETITION LAID ON THE TABLE.

Of John P. Whitmore, Policeman, for remuneration while sick from injuries received in the discharge of his duty.

REPORTS ADOPTED.

Of apportionment of assessment for sewer in Tenth-avenue, from Forty-second to Forty-sixth-street. Of sewer in North Moore-street, from Hudson River to West-street. Of flagging Broadway and Seventh-avenue, from Forty-second to Forty-sixth-street. Of regulating, paving, &c., of Broadway and Seventh-avenue, from Forty-second to Forty-sixth-street.

COMMUNICATIONS REFERRED.

From the Commissioner of Streets and Lamps, in answer to a resolution of the Board. He says there is not sufficient funds credited to the Department to cover the expense of lighting the piers and wharves. Adjourned to this evening.

Further from the Belgian Bark Vierge Marie, Ashore near Easthampton, L. I.

The steam-tug *Mercury*, Capt. YATES, arrived from the wreck of the above vessel last night, bringing 140 passengers, being all on board, together with the crew. Capt. YATES reports the vessel as rapidly breaking up. A small part of the cargo has been saved. The balance, with the vessel, will be a total loss. The spars and rigging will be saved. The passengers' luggage was saved in a wet condition. They were well supplied on board of the *Mercury* with food and everything necessary by the consignees' agent, Mr. NOLTENEYER. After arriving at the City the passengers were taken to the Quarantine Ground, and were examined and passed by Dr. HARCOURT of that station.

☞ Mr. GEORGE B. DENNY is in the City soliciting advertisements for the Lebanon (Ohio) *Star*. The paper is published in an important section of the State, and deserves the attention of merchants desiring to extend their business in that quarter.

(Advertisement.)

"THE SHELDON, IT EVER!"—The ladies may have another opportunity to purchase the earliest production of the season in all styles of rich dress goods, such as offered at HEARD, CRANE & Co.'s, No. 361 Grand-street. No old stock, but the newest styles of the latest Fall importation, carefully and judiciously selected for the Fall and Winter trade, comprising rich Shawls, Silks, Velvets, Thibet and Saxony Plaids, Merinos, Cashmeres, Poramattas, Delaines, &c. Also, a large and elaborate assorted stock of Housekeepers' goods, complete in variety. The whole to be disposed of within sixty days, regardless of cost or sacrifice, to enable them to close their business within the given time.

(Advertisement.)

POPULAR LECTURERS.—Pursuant to public request from the ladies of this City, and also from Drs. TYNG and MCELROY, Prof. WEBSTER and others, Dr. BANNING will lecture in STUYVESANT Institute at 3½ P. M., on Tuesday, Wednesday, Thursday, and Friday, the 14th, 15th, 16th, and 17th inst., to ladies exclusively, on Physical Education, management of the voice, and health generally; and to ladies and gentlemen at 7½ o'clock on the same evening, and at the same place, on the same subject. Arrangements have been made with Doctor B. for free admission to all.

(Advertisement.)

☞ Mothers who have introduced PHALON'S PARISIAN LOTION into the nursery, testify that it relieves all irritation of the cuticle, to which infants are subject, and no lady who has ever used it will deny its beneficial effects upon a sun-darkened or chapped skin. PHALON, No. 517 Broadway, (St. Nicholas Hotel,) and No. 197 Broadway, corner of Day-street. For sale by druggists and fancy dealers everywhere.

(Advertisement.)

☞ INHABITANTS OF THOSE DISTRICTS where fever and ague prevails, may insure themselves from the attacks of that miserable disease, by the use DR. DANIELS'S ANTI-PERIODIC PILLS. They are tasteless and harmless, and contain no salt of mercury, arsenic, or quinine. Sold at No. 241 Broadway, and by all respectable druggists.

(Advertisement.)

☞ Who is elected Governor is doubtful; but it is certain that LILLIE'S Gaits were *elected* at the *great fire test* at the late Philadelphia Fair. More of the same sort for sale at the Depôt of World's Sale Company, No. 119 Pearl-street, Hanover-square, New-York. J. C. MORRIS, Agent.

(Advertisement.)

☞ Mr. CHAMBERS' *Notes on America* now ready. Price only 50 cents, with portrait and biography of the author—reprinted, without abridgment, from *Chambers' Journal*. For sale by all booksellers, and at the publication office, No. 130 Fulton-street, Sun Buildings. F. D. ORVIS, Publisher.

(Advertisement.)

CASTLE GARDEN.—A brilliant *fête* is to come off in the areas of Castle Garden this evening, for the benefit of a universal favorite—Mr. JOSEPH T. SWEET. SANDS' great troupe, with the CHRISTIES and NICCOLO'S, are all to perform this afternoon and evening.

THE WILLIAMSBURG RIOT.

Obsequies of John H. Smith.

The funeral of JOHN H. SMITH, who died on Monday night from injuries received in the election riot in the Fourteenth Ward, took place yesterday afternoon at his late residence in Eighth-avenue, near North Second-street. Notwithstanding the unfavorable state of the weather, about 2,000 persons (many of them females) congregated about the house. The representatives of the Fire Department, several fire companies, and a large number of firemen turned out to perform the last and rites to their departed brother fireman. Engine Company No. 2, of which deceased was a member, took charge of the obsequies.

Religious services were conducted by Rev. Mr. GORDON and Rev. Wm. H. JOHNSON.

Rev. Mr. GORDON read a portion of Scripture, the 14th chapter of Job, after which he made some appropriate remarks, in which allusion was made to the late dreadful riot in which deceased was fatally injured, and also made suggestions in regard to the correction of these evils. The services were closed by prayer by Rev. Wm. H. JOHNSON.

King's County Convocation—Brooklyn.

The Board of Canvassers for King's County met yesterday, and canvassed the first ten Wards of Brooklyn, and adjourned until to-day.

The Brooklyn Board of Canvassers reconvened last evening. The Board proceeded to canvass the votes cast for Comptroller, with the following results:

Whole number of votes	31,446
For Wm. B. Lewis	17,127
For Ethan Eastbrook	14,319
ASSESS.	
Whole number of votes	31,446
For Daniel L. Hartley	17,127
For Thomas J. Gould	14,319
CLERK OF COURT.	
Whole number of votes cast	31,446
For John C. Fall	17,127
For John Tucker	14,319
CITY TREASURER.	
Whole number of votes cast	31,446
For Cornelius D. Smith	17,127
For John Slamm	14,319

SURROGATE DEGRAW.—Mr. SALLY SAMPSON, of Flushing, widow of the late SAMUEL SAMPSON, died yesterday, leaving property to the amount of [illegible]. She was formerly [illegible] in Liberty-street, [illegible] Wall-street, and [illegible] Broadway.

MARRIED

In this City, on Wednesday, Nov. 15, at the Church of the Holy Communion, by Rev. Dr. MONTGOMERY, CARLES LOGAN to MARY J. COLVER, all of this City.

In Williamsburgh, on Wednesday, Nov. 15, by Rev. S. W. Sayres, Mr. MARTHAN K. WILLS, of Savannah, Conn., to Miss CAROLINE T. CLARKE, of Cornhill, N. Y.

At Greenwich, N. J., on Wednesday evening, Nov. 15, by Rev. Mr. Hollister, pastor of the Methodist Episcopal Church, Mr. JAMES LOGAN, of New-York, to Miss SARAH MORRIS, of Greenwich.

In Flatbush, N. J., by Rev. Dr. Applegate, of this City, J. J. DEVEREAUX, Esq., of Dundee, N. Y., to Miss ELIZ. BY, only daughter of Dr. J. W. BIGGS, of the former place.

DIED.

In this City, on Monday, Nov. 13, JAMES GALLAGHER, (late Conductor on the Sixth-avenue Railroad,) aged 30 years and 1 month.

The relatives and friends of the family, also the Conductors of the Sixth-avenue Railroad, are respectfully invited to attend the funeral, from his late residence, No. 271 Seventh-av., this (Thursday) afternoon, at 2 o'clock, without further invitation.

In this City, on Tuesday morning, Nov. 14, CLARISSA C., only daughter of Francis C. and Henrietta Tyndall.

The relatives and friends are invited to attend the funeral, this (Thursday) morning at 11 o'clock, from their residence, No. 21 Dyckman-st. The remains will be taken to Staten Island, for interment.

In this City, on Saturday, Nov. 4, at the residence of her uncle, No. 69 Washington-st., MISS ANNA FORSHEE, aged 27 years, 6 months and 10 days, niece & daughter of Wm. Forshee, of Ramapo, Rockland Co., N. Y.

☞ Orange, Steuben and Cortland Co. papers please copy.

In Brooklyn, on Wednesday, Nov. 15, SARAH PARKER, wife of Winchester Britton and daughter of T. W. Parker, of Albany, aged 39 years.

The friends of the family are invited to attend her funeral, from No. 97 Henry-st., near Carroll, South Brooklyn, at 9½ o'clock A. M., the 16th inst. Her remains will be removed to Albany, for burial.

At Astoria, L. I., on Tuesday Nov. 14, Mrs. JANE MORRIS, widow of Gen. Sylvanus Morris, aged 73 years.

The relatives of the family are respectfully invited to attend her funeral, at her late residence, in Astoria, on Thursday, 17th inst., at 2 o'clock P. M.

At Port Richmond, Staten Island, N. Y., on Monday evening, Nov. 13, MARY, wife of Joseph Park, in the 33d year of her age.

The friends of the family are respectfully invited to attend the funeral, on Thursday morning, the 16th inst., at 10 o'clock. Carriages will be in attendance at the ferry, foot of 23d-st., New-York, on the arrival of the boat at 9 o'clock. The funeral to proceed to Long Island for interment.

At Bridgeport, Conn., on Tuesday, Oct. 24, Mrs. HARRIET LACY, aged 37 years.

How often, in my brief period of existence, have I been called upon to utter that dread word, but never with so one and another of them I held so near to earth. Some failed victims to that fell destroyer, Death, lie in dead! Half sleeping and half waking, half dreaming and half realizing how often have I curtsied from my pillow, at the dread sound of another family event! Another child, another FARRIER has gone! Another link in the chain of human existence is broken; another casket is to be entombed from its fastenings; another familiar and kindred being has departed to the spirit land. Another is to be added to the 2,000 souls, and all over we are hung in mourning. But why mourn, when a Christian dies? To her, death was a welcome messenger. Death's doings are indeed sad, but with her all was peaceful. We may her on her dying bed—even then almost supported in the arms of her Redeemer. We witnessed her whole and entire change, and her request deposited in her native earth, and the "cold clods of the valley" heaped upon the little mound, to mark her final resting-place. These are sad stories, but they must be told; and now of her all, I will be brief. How often and fanin shall we be called to say to the living, He is dead! A few years, perhaps a few hours, and our brief history will be written. It has been, and we think wisely said, that there is no criterion for judging of the future, but by the past. God grant that we adopt this rule, we can only say, "Be ye also ready."

At Bidford, on Sunday, Nov. 12, after a short illness, NATHAN MERRITT, only son of Joseph and Mary Merritt, aged 6 years, 2 months and 12 days.

In Geneva, Ontario Co., on Saturday, Nov. 11, PHILIP C. BUCKEL, aged 76 years, formerly of New-York.

In this City, on Tuesday, Nov. 14, JOHN TAYLOR, in the 61st year of his age.

His friends and relatives are invited to attend the funeral, from his late residence, No. 128 West 17th-st., on Thursday, Nov. 16, at 10 o'clock A. M.

At Williamsburg, on Tuesday, Nov. 14, in the 11th year of her age, JULIA, youngest born, only daughter of Thomas and the late Mary Dean, and granddaughter of the late Edward Smylie, Esq.

Her funeral will take place from the residence of her father, No. 38 Bedford-st., on Friday afternoon, at 2 o'clock. The relatives and friends of the family are respectfully invited to attend.

At Plainfield, on Monday, Nov. 13 of congestion of the brain, JOHN L., only son of John R. Blair, aged 5 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his father, 125th-st., near 5th-av., on Thursday, the 16th inst., at 11 o'clock A. M., without further invitation.

COMMERCIAL AFFAIRS.

THE MARKETS, AND WHERE TO FIND THEM.

Sales at the Stock Exchange....Nov. 15.

$4,000	Indiana State 5s	89	25	Chi. R. & I. R. R.	72
200	Virginia 6s	91½	50	do	72
25,000	do	90 91	200	Reading Railroad	89½
1,000	Erie Bonds 2d	91	200	do	89½
1,000	do	91	200	do	89½
1,000	Ill. Cen. R. Bds	85	200	do	89½
1,000	do	85	200	do	89½
1,000	do	85	200	do	89½
2,000	do	87	200	do	89½
1,000	do	87	15	Erie Railroad	79
1,000	do	87	100	do	79
2,000	do	87	100	do	79
1,000	N. Y. Cen. R. Bds	93	100	do	79
100	Del. & H. Canal Co.	112	100	do	79
100	do	112	100	do	79
100	do	112	100	do	79
50	Bank of New-York	300	100	do	79
50	do	300	100	do	79
50	do	300	100	do	79
50	Corn's Bank	97	100	do	79
50	do	97	100	do	79
50	Am. Exchange Bk.	110	100	do	79
50	do	110	100	do	79
50	Canton Company	49	100	do	79
50	do	49	100	do	79
50	do	49	100	do	79
50	Continental Bank	97	100	do	79
50	do	97	100	do	79
50	do	97	100	do	79
50	do